OFFICE OF THE DEPUTY SECRETARY OF DEFENSE

17 Aug 1976/0920

MEMO FOR

C&D

THRU: RAdm Carr/LtCol

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Please send copies to:

DDR&E

ISA

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Mr. George Bush

Mr. Ellsworth

Tom Reed

per Mr. Clements' request on attached.

Please return to me for Mr. Clements' files after the above copies have been made.

Thank you.

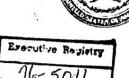
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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

10 August 1976



The Honorable William P. Clements, Jr. Deputy Secretary of Defense Washington, D.C. 20330

Dear Mr. Secretary

In our 14 July meeting at Naval Materiel Command, we discussed the potential for erosion of our technological lead through commercial multinational ventures. Of primary concern to you was the intercept of technological data transmitted by satellite.

I have pursued this important question by researching the GE/SNECMA (France) program for producing the commercial CFM-56 turbo fan engine. The CFM-56, scheduled for use in the 1980s, utilizes F-101 (B-1 engine) technology. It has progressed to the point where test data as I reported is now flowing regularly between GE Evendale (Ohio) and SNECMA Villaroche (France) via satellite and other means.

I found the Air Force Plant Representative Office (AFPRO), Evendale, the B-l SPO and the AF Aero Propulsion Lab here at Wright-Patterson worked with the State Department to develop security safeguards. These were consummated into a joint U.S. Department of Defense/French Ministry of Armed Forces agreement. Confidential and UAT hardware and data are handled and transmitted in accordance with strict security arrangements established between our governments. Only unclassified data is transmitted by normal commercial means -- including satellite transmissions.

Your question bothered me because I didn't know the answer. Trust that this information will set your mind at rest.

Sincerely

F. M. ROGERS General, USAF Commander

Cy to: AFSC/CC

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Executive Secretor 19 Aug 76